

DAVID GLESSNER
Chief Deputy
dglessner@countyoflee.org

TODD ATWELL
Lieutenant
tatwell@countyoflee.org

LEE COUNTY SHERIFF'S OFFICE
www.leecountyil.com

JOHN C. SIMONTON
LEE COUNTY SHERIFF
sheriff@countyoflee.org
306 S. Hennepin Ave.
DIXON, ILLINOIS 61021
Phone: 815-284-6631

DEVON GUGERTY
Office Manager
dgugerty@countyoflee.org

BUSINESS OFFICE/CIVIL PROCESS
Phone: 815-284-5217
Fax: 815-284-1146

February 9, 2018

George Klees
george.t.klees@gmail.com

To whom it may concern:

I have received the narrowed Illinois Freedom of Information Act request that you submitted to our department (received February 2, 2018) requesting the initial reports by officers who responded to the Gary Caradori plane crash, including notes and write-ups of statements collected from farmer Harold Cameron.

In response to your request, attached you will find records fulfilling your request.

Under 5 ILCS 140/3(f), I am requesting an extension of another five business days to make sure I have gone through all files for the case because of how far it dates back. I will follow up with you one last time on Friday, February 16, 2018.

If you do not feel I have satisfied your request, you have the right to seek review by the Public Access Counselor. The Public Access Counselor is Sarah Pratt, and she can be reached at: 877/299-3642. The address for the Public Access Counselor is 500 S. 2nd Street, Springfield, IL 62706. You also have the right to judicial review under section 11 of the Freedom of Information Act.

Sincerely,

Devon D. Gugerty
Office Manager
Lee County Sheriff's Department
815/284-5217

CORRECTIONS/WARRANTS
Phone: 815-284-5222
Fax: 815-288-4335

JACK SKROGSTAD
Jail Superintendent
jskrogstad@countyoflee.org

ED STEWART
Chief Bailiff
estewart@countyoflee.org

LEE COUNTY SHERIFF'S DEPARTMENT

Def. Williams/DeKalb County Complainant's Name					airplane down Nature of Complaint					Case Number / Code		
					[REDACTED]							
Complainant's Address					Phone Number:					McGinn 1/8 W Ashton Location of Offense (same as address)		
										South		
Birth	Height	Weight	Eyes	Hair	Vehicle	Model	Year	State	VIN			
Additional Info										Sheriff Blake Hudson Johnson Jasins		
Received by	Time Rec'd	Time Disp.	Time An.		071190	Date	Koppien Love McGraw	phone	Officers Assigned			
										How Reported		
<input type="checkbox"/> Arrest <input type="checkbox"/> Unfounded <input type="checkbox"/> Order of Prot. <input type="checkbox"/> Arrest Pending <input type="checkbox"/> Area Checked <input type="checkbox"/> Rstd to Sign Compl. <input type="checkbox"/> Ent. Bond Recd <input type="checkbox"/> Unlawful Detn <input type="checkbox"/> No 												

10-17 received a report of a small plane down. They were advised the plane should be about 12 miles south of Rochelle west bound. The pilot was yelling "mayday" and was attempting to reach the Whiteside County airport.

0301 O'Hare airport called and also advised of the situation. They said the plane was having altitude problems and compass problems. Mr. Oshay from the Civil Air Patrol advised they will have units in the air as soon as the rain stops. I advised him it was not raining here.

0310 Le4 contacted the Sheriff and advised him of the situation.

0320 Aurora Airport/John Gurley [REDACTED] advised that it could be anywhere from Rochelle to Whiteside but they were pretty sure it was in our County. He said he was going to contact some people from the Oregon area for a ground crew. He spoke with Sgt. Koppien and said to set our FM dials to 100.1 and that would help pick up

a distress signal

0321 District 1 was advised of the situation.

0324 Rock Falls PD had units checking they had heard that Whiteside airport was picking up a distant signal to the west on his portable.

0342 Called O'Hare back to see if there was anything new. They said they didn't have anything the signal and info was coming from Aurora Airport.

0350 Aurora advised due to our overcast it is hard to send a search team up now. I told him of the ground crews and that we were setting up a Search Pattern. He advised if we hear the signal over the radio it will sound like a british siren. He advised the plane was a Piper PA32 1-6 people were on board. It is Tan, blue, and gold. The numbers on the tail were 43515. The last cordinance they showed before it left radar was 41 degrees 50 minutes north 89 degrees 15 minutes west. It left Midway at 0200 headed for Lincoln Nebraska.

Lincoln Nebraska. Last contact was at 0240
0410 Major Burn advised there are 2 subjects in the plane there flight pattern was
south. The pilot is Gary Caradori. He narrowed the location to be south of Ashton
and just south of the railroad tracks.

0415 Blackhawk air advised they have not picked up any.

Le 4 advised to contact Sheriff maybe we can get the fire depts in the area to help look.

0442 I notified Jeff from Lifeline requesting assistance. He advised they would be enroute.

a helicopter with medical staff onboard and another helicopter asap. 0448 I notified Major Burns that we were going to get a helicopter up Lifeline was assisting. Burns advised he people enroute from Oregon still and he would be enroute to set up the command post.

0556 Lifeline located accident at 1-100

0550 Erriline located acc
0603 Ashton officer 10-33

0003 ASHTON OFFICE
0608 LS 10 10 33

0608 Le 10 10-23

Lifeline advised the cordination was 41.48.8 minutes north and 089.12.7 minutes, after that he was convened.

LEE COUNTY SHERIFF'S DEPARTMENT

Complainant's Name					<u>airplane down page 2</u>					Case Number /		
					Nature of Complaint					Code		
Complainant's Address					Phone Number					Mc Gire 1/8 w of Ash		
										Location of Offense (same as address)		
Birth	Height	Weight	Eyes	Hair	Vehicle	Model	Year	Star	VIN			

Additional Johnson Jasinski

Received by	0257	0257	Time Rec'd	Time Disp.	Time Ans.	Date	Officers Assigned	How Reported
-------------	------	------	------------	------------	-----------	------	-------------------	--------------

	<input type="checkbox"/> Arrest	<input type="checkbox"/> Unfounded	<input type="checkbox"/> Order of Prot.	<input type="checkbox"/> Family
	<input type="checkbox"/> Arrest Pending	<input type="checkbox"/> Area Checked	<input type="checkbox"/> Rfsl to Sign Compl.	<input type="checkbox"/> Non Fa
	<input type="checkbox"/> Extra Patrol Req.	<input type="checkbox"/> Unable to Locate	<input type="checkbox"/> No Compl. Given	<input type="checkbox"/> Civil M

Approx. Value of Articles Damaged/Taken \$_____

National Transportation of Safety/Dupage Airport ~~708-377-8177~~ were notified of the accident.

0621 Le 25 advised

0622 Le3 and Le7 10-41

0630 Le12 notified FAA 312-694-7401 of the situation.

0638 Le 3 10-23

0647 Le1 and Le4 10-6 notify Le2

0650 Le 2 notified.

LEE COUNTY SHERIFF'S DEPARTMENT

Sheriff Bivins					Locating Plane Wreckage					/
Complainant's Name					Nature of Complaint					Case Number
Complainant's Address					Phone Number					Code
										Location of Offense (same as address)
Birth	Height	Weight	Eyes	Hair	Vehicle	Model	Year	State	VIN	

Additional:

Received by	Time Rec'd	Time Disp.	Time Arr.	07-11-90	Sheriff	Phone/Radio
				Date	Officers Assigned	How Reported

Approx. Value of Articles Damaged/Taken \$ _____

<input type="checkbox"/> Arrest	<input type="checkbox"/> Unfounded	<input type="checkbox"/> Order of Prot.
<input type="checkbox"/> Arrest Pending	<input type="checkbox"/> Area Checked	<input type="checkbox"/> Rfsd to Sign Compl.
<input type="checkbox"/> Extra Patrol Req.	<input type="checkbox"/> Unable to Locate	<input type="checkbox"/> No Compl. Given

0821 Sheriff Bivins requested a plane from Blackhawk Air Service assist in locating parts of the aircraft. Dirk was advised Sgt. Koppien would be enroute to the airport. Dirk advised a plane would be ready and waiting.

0830 The pilot advised there are 5-6 additional pieces spread out $\frac{1}{2}$ -1 mi. from the wreckage south of the present location & back up 50 yds & straight east 1 piece found.
 0836 directly in front of Sheriff's vehicle another piece was located.
 0839 due south near a drainage another piece is found.
 0844 this piece is located in the field west of present location. Go straight ahead & look for 2 trees. Then look 25-30 rows over. From present location go west.
 0902 the pilot advised to return vehicle & go south 25-30 yds. north. Head straight east.
 0905 the pilot advised all major pieces had been found.

Family
 Non Fa
 Civil M

LEE COUNTY SHERIFF'S DEPARTMENT

Complainant's Name <u>Bill Kreifel</u>	Nature of Complaint <u>10-43 on Downed Plane</u>	Case Number <u>/</u>
Complainant's Address <u>Lincoln Journal, Nebraska</u>	Phone Number <u>202-470-2017</u>	Code <u></u>
Complainant's Address		Location of Offense (same as address)

Birth	Height	Weight	Eyes	Hair	Vehicle	Model	Year	State	VIN

Additional Johnson 12:35				Date 07-11-90	Officers Assigned	telephone	
Received by	Time Rec'd	Time Disp.	Time Arr.			How Reported	
Approx. Value of Articles Damaged/Taken \$_____				<input type="checkbox"/> Arrest <input type="checkbox"/> Unfounded <input type="checkbox"/> Arrest Pending <input type="checkbox"/> Area Checked <input type="checkbox"/> Extra Patrol Req. <input type="checkbox"/> Unable to Locate			<input type="checkbox"/> Order of Prot. <input type="checkbox"/> Rfsl to Sign Compl. <input type="checkbox"/> No Compl. Given
							<input type="checkbox"/> Family <input type="checkbox"/> Non Fam <input type="checkbox"/> Civil M

Following information was given to Richard Schilling:

Mr. Kreifel contacted our department to obtain a press release on the plane crash on McGirr Rd. He stated that earlier in the morning a Senator Loren Schmit had given out a press release stating that Gary Caradori and his 8 year old son had been in a plane crash in Lee County, Illinois. Mr. Kreifel stated that Caradori was a private investigator and was doing an investigation for the Nebraska Senate (a special committee) and that there had been ramifications from the investigation.

OFFICE OF THE SHERIFF

LEE COUNTY

122 West Third Street
Dixon, Illinois 61021
Phone 815-284-6631

TIM BIVINS
SHERIFF

NEWS RELEASE

At 2:57 A.M. on July 11, 1990 the Lee County Sheriff's Department received a report from the FAA through the Aurora Airport of a possible downed plane south of Ashton in Lee County.

At approximately 6 A.M. Lifeline Helicopter, which had been called in to assist the Lee County Sheriff's Department, located the downed aircraft approximately 4 miles south of Ashton near the intersection of McGirr and Ashton Rd., in a cornfield.

The airplane, which was burned in the crash, was identified as a 6 passenger Piper, single engine. Further investigation revealed that the pilot was enroute from Midway Airport in Chicago to Lincoln Nebraska, with one passenger on board.

Both the pilot and passenger were killed in the crash. According to Sheriff Tim Bivins, the names are being withheld at this time pending positive identification and notification of next of kin.

Sheriff Bivins said the investigation is being headed by the National Transportation Safety Board, with assistance from the FAA, Civil Air Patrol, and the Lee County Sheriff's Department.



OFFICE OF
Richard W. Schilling
LEE COUNTY CORONER

213 Crawford
Dixon, Illinois 61021-3197

Office 288-4461
Res 284-7401

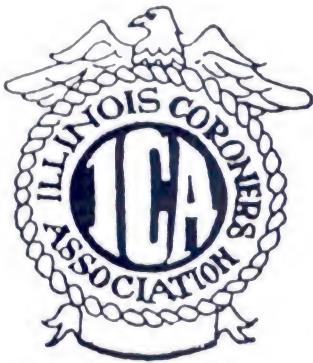
Richard W. Schilling, Lee County Coroner, was contacted at 6:21 a.m., July 11, 1990 by the Lee County Sheriff's Department in regards to an airplane accident 1/8 mile west of Ashton Road on McGirr Road. The aircraft was a single engine Piper PA 32, N43515.

The two victims have tentatively been identified as 41 year old Gary A. Caradori and his 8 year old son ~~Andrew Caradori~~ of Lincoln Nebraska.

An autopsy will be performed on Thursday, July 12, by Peter Stevens, Forensic Pathologist, Davenport, Iowa to determine positive identification and cause of death.

This incident remains under investigation by the National Transportation Safety Board, FAA and Lee County Sheriff's Department.

An inquest will be held at a later date.



OFFICE OF
Richard W. Schilling
LEE COUNTY CORONER

Office 288-4469
Res. 284-7408

213 Crawford
Dixon, Illinois 61021-3197

October 31, 1990

Sgt. Keane Hudson
Lee County Sheriff's Department
Lee County Law Enforcement Center
122 West Third Street
Dixon, Illinois 61021

Re: Caradori Inquest

Dear Sgt. Hudson:

As requested in our telephone conversation of Friday afternoon, October 26, please be advised that the Inquest into the deaths of Gary A. Caradori and his son, ~~Andrew~~, will be held on Tuesday, November 13, 1990, at 10:00 a.m., in the Old Lee County Court House, 3rd floor court room.

Yours truly,

Kathy Jones
Secretary to Coroner Schilling

kj

(2100E) MCGIRR ROAD

2¹/₆ MCGIRR ROAD
ASHTON, IL.

650' →

BRADFORD TWP.
T. 21 N.-R. 11 E.
LEE COUNTY, ILLINOIS
SECTION 15

MIDWAY ROAD (1600N)

POINT OF CONTACT/IMPACT

CORNFIELD
5 ROWS ← →

WHEAT FIELD

125'

1/4 MI.

LEE COUNTY SHERIFF'S DEPARTMENT CASE # 90-071F-DINV-221
DIAGRAM NOT DRAWN TO SCALE DRAWN BY DET. SGT. K.A.HUDSON

BRADFORD

T. 21 N.-R. II E

SEE PAGE 26		SEE PAGE 27		SEE PAGE 28		SEE PAGE 29		SEE PAGE 30	
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100

LEE COUNTY SHERIFF'S DEPARTMENT

LCSD CASE #

TITLE PLANE CRASH SOUTH OF ASHTON ON MCGIRR ROAD, 1/8 MILE WEST OF ASHTON, PA

At approximately 2:57 a.m. on July 11, 1990, Lee County Sheriff's Department was contacted by **DEPUTY WILLIAMS** of DeKalb County who informed us of a possible plane down approximately 12 miles south of the Rochelle area. The airport had reported to DeKalb County that they were receiving a signal and indicated that the plane could be somewhere in the vicinity from the Rochelle area to Whiteside County. DeKalb County authorities said that there was an indication that the pilot of the plane was attempting to reach the Whiteside County airport.

Shortly after receiving that report, I contacted **BOB BRESSON** of Bresson Aviation on Route 30, who lives a few miles west of Route 251 and Route 30. I advised **MR. BRESSON** of the problem and requested that he monitor for any emergency signal that may possibly be received in his area, and if he heard anything, to contact our office immediately. **MR. BRESSON** advised that he would go to his office to monitor the radio for a distress signal from a downed aircraft.

I then called Blackhawk Aviation at the Dixon Airport and requested the same of them. They advised that they would contact us if they were able to pick up an emergency signal.

After contacting both aviation services, I then contacted the Sheriff and informed him of the report that we had received, and advised that I was beginning to set up search patterns for the three officers that were working. I also informed the Sheriff that if we had anything more definite, I would contact him and advise him of the situation.

I assigned **CORPORAL McGRAW** to start working the township areas in patterns working north and south, and then east and west. I instructed

CASE STATUS:

Unfounded Signed SERGEANT M. J. KOPPIEN
 Inactive (not cleared) Investigating Officer
 Cleared by Arrest

LEE COUNTY SHERIFF'S DEPARTMENT

SUPPLEMENTARY INVESTIGATION REPORT

LCSD CASE # _____

DATE _____

TITLE Page 2

DEPUTY LOVE to go to the west side of the County and start working the area nearest the location of the Whiteside County airport, and also work the townships and work the patterns north and south, and then east and west.

I contacted Rock Falls Police Department and District 1 State Police and advised them of the information. I requested of those Departments that if they had any units available, they check their areas and if they located anything to contact us.

I then drove to the west portion of the County and assisted DEPUTY LOVE in checking as many back roads as we could while we waited to hear from any airport with any further information.

At 3:50 a.m. Aurora Airport advised that due to the overcast and the bad weather that it would be difficult to send any air search teams out at that time. We had already contacted Civil Air Patrol and they were in the process of contacting several of their representatives and were having people report to the Lee County Law Center to set up a command post and further the search operations. Authorities from the Aurora Airport also indicated that the aircraft believed to be down was a Piper PA32 and could have from one to six people on board. They also reported that it was a tan, blue, and gold color, and the numbers on the tail section were 43515. They had indicated that the last contact they had from that unit was at approximately 2:40 a.m. The unit had left Midway airport at 2:00 a.m. and had the destination of Lincoln, Nebraska.

After assisting DEPUTY LOVE for a short period of time, I then returned to the Law Enforcement Center to attempt to make more phone calls and possibly call out more help to enlarge the search pattern.

CASE STATUS:

 Unfounded

Signed _____

 Inactive (not cleared)

Investigating Officer

 Cleared by Arrest

LEE COUNTY SHERIFF'S DEPARTMENT

SUPPLEMENTARY INVESTIGATION REPORT

LCSD CASE # _____

DATE _____

TITLE _____ Page 3

At 4:10 a.m. MAJOR BURNS from Civil Air Patrol advised that there were two subjects in the plane, and their flight pattern was south. He had indicated that the pilot was a GARY CARADORI, and he narrowed the location to be south of Ashton and just south of the railroad tracks.

After receiving this information, I radioed the dispatcher and requested that she contact the Sheriff to inform him of the location and instruct him that I was going to call out the Ashton Fire Department and the Franklin Grove Fire Department to concentrate our search in the area south of Ashton. The Sheriff was then advised and he indicated that he would be reporting to the Law Enforcement Center in a short period of time.

At approximately 4:15 a.m. Ashton Fire Department and Franklin Grove Fire Department were contacted by phone and requested to assist in the search. They were instructed to search their respective districts and to report in if they located anything at all.

At approximately 4:42 a.m., since, due to bad weather, there hadn't been any response yet from Civil Air Patrol or the Aurora or Chicago airports for aerial assistance in the search, I decided to have the Dispatcher contact Lifeline out of Rockford. The Dispatcher then contacted Lifeline requesting their assistance in searching our County. Lifeline indicated that they would send a helicopter with a medical staff on board and would also contact another helicopter to come out as soon as possible.

At approximately 4:48 a.m. MAJOR BURNS from Civil Air Patrol was advised that we were calling helicopters from the Rockford area to assist in the search of the area in an effort to speed up locating any possible crash site. MAJOR BURNS indicated at that time that he had representatives

CASE STATUS:

 Unfounded

Signed _____

 Inactive (not cleared)

Investigating Officer

 Cleared by Arrest

LEE COUNTY SHERIFF'S DEPARTMENT

SUPPLEMENTARY INVESTIGATION REPORT

LCSD CASE # _____

DATE _____

TITLE _____ Page 4

enroute from the Oregon, Illinois area to assist in setting up a command post at the Law Enforcement Center.

Shortly thereafter, the Sheriff reported to the Law Enforcement Center and I was advising him as to who had been called and what was going on. As the two dayshift cars came on, **DEPUTY JOHNSON** and **DEPUTY JASINSKI**, they were sent to the east side of the County and were instructed to start searching township areas south of Ashton and to patrol the roads north and south and then check roads east and west. They were instructed to report in after they had a township area completely covered.

After giving **DEPUTY JOHNSON** and **DEPUTY JASINSKI** their assignments, I then contacted **JOHN GURLEY** of the Aurora Airport to see if he could give me any update or any additional information as to whether they were receiving the downed aircraft signal. At that time, JOHN gave me a couple more coordinates to mark down and I relayed those to Lifeline in Rockford so they could give them to their aircraft that were searching the area.

I then continued to advise the Sheriff as to the actions being done, and while conversing with the Sheriff, I heard a response from Lifeline indicating that they had located the crash site. This was at approximately 5:56 a.m. At that time the Sheriff and I responded to the crash scene area and continued our investigation from that point.

At 6:03 a.m. **CHIEF WEBB** of Ashton Police arrived at the crash site, and at 6:08 a.m. **CORPORAL McGRAW** arrived at the crash site. **SHERIFF BIVINS** and I met with them at the crash site and continued to coordinate efforts from that area. At 6:08 a.m. **LIEUTENANT BLAKE** and **SERGEANT HUDSON** were notified and requested to meet with us at the crash scene to video tape,

CASE STATUS:

Unfounded

Signed _____

Investigating Officer

Inactive (not cleared)

Cleared by Arrest

LEE COUNTY SHERIFF'S DEPARTMENT

SUPPLEMENTARY INVESTIGATION REPORT

LCSD CASE # _____

DATE _____

TITLE Page 5

photograph, and help search the area. At 6:21 a.m. the Coroner was notified and requested to report to the scene. At 6:30 a.m. DEPUTY LOVE contacted the FAA and advised them of where the crash site was and that the downed aircraft had been located. The National Transportation Safety Board had been notified of the crash site at approximately 6:08 a.m.

While at the crash site the Ashton Fire Department had extinguished any possible flames that were remaining since the crash, and I obtained barrier tape from the Sheriff's vehicle and then secured the entire area with yellow barrier tape. From that point on, there were no other people permitted to go into the area marked off with the barrier tape. After making sure there were no threats of any further fires, the Ashton Fire Department secured from the scene and the entire area was secured while we waited for the arrival of the National Transportation Safety Bureau and other authorities that were coming to investigate the crash site.

At 6:50 a.m. the Sheriff requested that the Dispatcher contact CAPTAIN LUTZ and inform him of what was going on. When CAPTAIN LUTZ came on the air, he was instructed by the Sheriff to report to the Law Enforcement Center to handle traffic at that location.

At 8:21 a.m. SHERIFF BIVINS requested a plane from Blackhawk Air Service to assist in locating parts of the aircraft. DIRK VanDAM from Blackhawk Aviation advised that he would have a plane fueled and ready to go whenever someone could meet with them at the Dixon Airport.

I met with the pilot from Blackhawk Air Service at the Dixon Airport at approximately 8:30 a.m. and the two of us departed from there enroute to the crash scene. We continued to survey the crash scene from the air

CASE STATUS:

 Unfounded Inactive (not cleared) Cleared by Arrest

Signed _____

Investigating Officer _____

LEE COUNTY SHERIFF'S DEPARTMENT

SUPPLEMENTARY INVESTIGATION REPORT

LCSD CASE # _____

DATE _____

TITLE _____ Page 6

at that time directing the Sheriff and LIEUTENANT BLAKE to the different areas that the various parts were located. As the Sheriff and Lieutenant were directed to the parts, the areas were marked with barrier tape so that they could later be located from the ground area for investigation purposes.

After the air survey was completed, we returned to the airport and after that period of time, I then returned to the crash scene to check with the Sheriff to see if any further assistance was needed. I remained at the crash scene for a short period of time and then was released by the Sheriff to go off duty.

CASE STATUS:

 Unfounded Inactive (not cleared) Cleared by Arrest

Signed _____

Investigating Officer

LEE COUNTY SHERIFF'S DEPARTMENT

SUPPLEMENTARY INVESTIGATION REPORT

LCSD CASE # _____

DATE July 11, 1990

TITLE _____

On July 11, 1990, at approximately 5:45 p.m. I received a call at home from **CAPTAIN LUTZ** who requested that I report to the morgue at KSB Hospital and act as guard outside the door until 11:00 p.m.

On July 11, 1990, at approximately 6:13 p.m. I arrived at KSB Hospital where upon arrival, I observed that the morgue door was shut and locked. I remained at the location until approximately 11:00 p.m. when I was relieved of duty by **CORPORAL DENNIS SMITH**.

Upon exiting, I observed that the door was still locked.

CASE STATUS:

Unfounded

Inactive (not cleared)

Signed

DEPUTY PATRICK MEKEEL

Investigating Officer

LEE COUNTY SHERIFF'S DEPARTMENT

SUPPLEMENTARY INVESTIGATION REPORT

LCSD CASE # 90-0711-DINV-221

DATE July 12, 1990

TITLE AIRCRAFT FATALITY INVESTIGATION

On July 11, 1990, I was contacted by TCO OLTMANNS at 6:08 a.m. advising that there was an aircraft down in the Ashton area. She further advised that the location was in a cornfield located on McGirr Road east of Midway Road and advised the coordinates of the location.

Upon arrival at the location, which was the farm property of HAROLD CAMERON, 2161 McGirr Road, Ashton, Lee County, Illinois, I met with SHERIFF BIVINS and LIEUTENANT BLAKE, and we proceeded to the impact site located in the cornfield south of the CAMERON residence, and approximately 50 corn rows west of the corn and wheat field line. Also at the impact site were personnel of the Ashton Fire Department, Civil Air Patrol, and CORONER SCHILLING.

A short time later we were met at the impact site by GENE DOUB, Air Safety Inspector, National Transportation Safety Board (NTSB), at which time the aircraft and site were inspected with LIEUTENANT BLAKE photographing the scene while I video taped the scene.

SHERIFF BIVINS, LIEUTENANT BLAKE, CORONER SCHILLING, and I, along with others, inspected the impact site, observing the aircraft in an upside down position. Observed at the site were the charred remains of one adult and one juvenile subject. Upon extraction, the bodies were removed and transported by the Ashton Fire Department to the KSB Hospital morgue where they were secured for the purpose of autopsy and positive identification. Later in the day, CORONER SCHILLING'S office had tentative identification of the subjects as GARY CARADORI and his 8-year-old son, ANDREW CARADORI, and had requested dental records for both subjects.

SHERIFF BIVINS instructed communications contact DIRK VANDAM of

CASE STATUS:

Unfounded

Inactive (not cleared)

Signed DETECTIVE SERGEANT K.A. HUDSON
Investigating Officer

LEE COUNTY SHERIFF'S DEPARTMENT

SUPPLEMENTARY INVESTIGATION REPORT

LCSD CASE # 90-221 Page 2

DATE _____

TITLE _____

Blackhawk Air Service at the Dixon Airport, Walgreen Field requesting their assistance in attempting to locate parts of the wreckage. **SERGEANT KOPPIEN** met with **MR. VANDAM** at the Dixon Airport at which time they made several fly-overs of the area, locating parts of the debris from a southeasterly to a southwesterly direction of the impact site, and then relaying the information to **SHERIFF BIVINS** and **LIEUTENANT BLAKE** at which time they would mark the areas where debris was found. The area in which debris was found was approximately 1/2 to 3/4 mile from the impact site.

The following is a list of personnel who arrived at the location:

WILLIAM C. BRUCE, Chief Air Safety Investigator, NTSB; **J. ROBERT BALLASTER**, Air Safety Investigator, NTSB; **ROBERT LUNA**, Aviation Safety Inspector, Air Worthiness, Federal Aviation Administration (FAA); **JOSEPH H. McGARVEY**, Fatigue Specialist, FAA; **GREGORY A. ERIKSON**, Field Accident Investigator, Textron/Lycoming; **RICHARD L. FARRELL**, Claims Manager, AIG Aviation (Illinois) Corporation; **ALBERT KIRBY**, Manager Field Investigation, Piper Aircraft Corporation.

Due to the size of the area of scattered debris, Chief Investigator **WILLIAM BRUCE**, NTSB, requested that the scene be secured until the following day. He further requested that a survey company be contacted to assist on the following day, as well as a team of approximately 15 field workers to assist the following day.

The aircraft was described as a Piper, six-passenger, Saratoga, off white in color with orange and brown striping, Piper Air Corporation, TC-A360, PC206, model PA-32R-301T, serial #32R-8429009, plate #019400. Also observed was the Emergency Locator Transmitter (ELT) NARCO, serial #C11894

(orange).

CASE STATUS:

UnfoundedInactive (not cleared)

Signed _____

Investigating Officer 

LEE COUNTY SHERIFF'S DEPARTMENT

SUPPLEMENTARY INVESTIGATION REPORT

LCSD CASE # 90-221 Page 3

DATE _____

TITLE _____

RICHARD FARRELL of AIG advised that the aircraft was a 1984 Piper Turbo Saratoga. The pilot was GARY CARADORI of Lincoln, Nebraska, and the plane registered to Executive Protection with an insured value of \$130,000.

I contacted GALEN HART of Pioneer corn advising him that the investigators needed approximately 15 individuals to assist in the search at the crash site. MR. HART advised that he would have subjects at the location on the following day, July 12, 1990.

The crash site was secured by DEPUTY KENNETH BARNHART until the following morning, July 12, 1990, when he was relieved by SERGEANT M. KOPPIEN.

I spoke with HAROLD H. CAMERON, M/W, DOB 04-10-10, 2161 McGirr Road, Ashton, IL, phone 453-2106, and asked what he had seen or heard during the early morning hours of this date. MR. CAMERON advised that at approximately 2:30 a.m. he had heard an explosion and had seen a large flash straight south of the residence over the top of a shed, and the color of the flash was orange. He advised that his bedroom is located on the south side of the residence between the field and a large machine shed. MR. CAMERON stated that upon hearing the explosion and observing the flash, he got into his car and checked the area for a possible accident. He advised that the weather conditions were foggy.

I spoke with MR. DALE W. ALLEN, M/W, DOB 02-10-41, 1771 Thorpe Road, Ashton, phone 453-2541, who advised that he farmed the land on which the impact site was located. MR. ALLEN stated that he had received information that a LEONA HAYENGA, who resided on McGirr Road west of Midway Road, had heard a noise and seen a flash at approximately 2:30 a.m. It was learned that the address for LEONA HAYENGA was Route 1, Ashton, phone 453-2310. MR.

CASE STATUS:

Unfounded

Inactive (not cleared)

Signed _____

Investigating Officer 

LEE COUNTY SHERIFF'S DEPARTMENT

SUPPLEMENTARY INVESTIGATION REPORT

LCSD CASE # 90-221 Page 4

DATE _____

TITLE _____

ALLEN advised that he had received this information from **NOLAN HENERT**, 2064 McGirr Road, Ashton, phone 45-2474.

I attempted to contact numerous surveying companies with negative results for availability the following day to assist investigators.

Upon returning to the Lee County Law Enforcement Center, I was advised by **CO STOREY** that he had received a call from **SERGEANT JERRY DAWSON**, Macon County Sheriff's Office, phone 27-431, requesting information on the crash and stating that **MRS. SANDY CARADORI** had been attempting to get more information all day but has not been able to. **SERGEANT DAWSON** left the telephone number of 40-489-624 for **MRS. CARADORI**, and requested that someone involving in the investigation would contact **MRS. CARADORI**.

Checking area code 402, it was ascertained that it was for the Lincoln Nebraska area. At that time I attempted to obtain a telephone listing for **CARADORI** and was advised that it was an unpublished number, at which time I requested to speak with a supervisor. Upon speaking with the supervisor, I identified myself and requested that a message be relayed to **MRS. CARADORI** to contact me.

I received a telephone call from a subject advising that she was **SANDY CARADORI**, that her husband was **GARY A. CARADORI**, DOB 04-15-49, and that she was the mother of **ANDREW J. CARADORI**, DOB 10-25-81, and that her address was 6021 South 72nd Street, Lincoln, NB 68516. **MRS. CARADORI** inquired why she had not been contacted by local police department, at which time I advised that notification for the incident was handled by the Lee County Coroner, **RICHARD SCHILLING**. **MRS. CARADORI** advised that her husband and son left Lincoln, Nebraska on Monday to go to the Old Timers and All Star Game.

CASE STATUS:

Unfounded

Inactive (not cleared)

Signed _____

Investigating Officer 

LEE COUNTY SHERIFF'S DEPARTMENT

SUPPLEMENTARY INVESTIGATION REPORT

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TITLE _____

MRS. CARADORI advised that her husband was a special investigator for the State of Nebraska over a failed credit union, Franklin Credit and Savings and Loan, and was involved in a child abuse/pornography investigation involving **LARRY KING**, who was an executive for Franklin Credit Union. She advised that he had national connections and the investigation revealed that approximately \$40 million was missing. She stated that **SENATOR LORAN SCHMIDT** was the head of the investigation committee.

MRS. CARADORI advised that she had received a call at her home at approximately 10:30 a.m. this date while she was enroute to the office from a **BILL HELLING** of Chicago FAA, phone ~~708-277-4515~~, home phone ~~208-511-~~ **1293**, in reference to her husband. She advised that she had checked earlier with Lincoln Aviation and they said that he could have been delayed because of the weather, that information was being released from Associated Press. She further advised that her husband's brothers, **SCOTT, SHANE**, and **TOM CARADORI** were enroute to the Lee County area. She advised that when she first heard of the incident, she thought it may have been a hoax because she has received several hoaxes in the past. She stated that the family has received numerous threats.

I asked **MRS. CARADORI** about a badge that had been located, described with the following wording: Detective Security Agency, Inc., with the initial J.C. She advised that it was her husband's badge from a now defunct agency, and that the initials J.C. stood for JONES & CARADORI.

She further advised that her husband and son flew into Midway Airport, and that her son was fascinated with large buildings. She had received a telephone call from him on Monday evening at approximately 10:00 p.m. stating

CASE STATUS:

UnfoundedInactive (not cleared)

Signed _____

Investigating Officer _____

LEE COUNTY SHERIFF'S DEPARTMENT

SUPPLEMENTARY INVESTIGATION REPORT

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that they were at Sears Tower. She further advised that they had stayed at a Days Inn Motel on Lake Shore Drive.

MRS. CARADORI advised that she was upset and concerned because the next of kin had not been notified before the information was released on their local television, and that no one from the local police department had come to their home to notify them. I advised **MRS. CARADORI** that information in reference to the fatality and victims was not disclosed to the media in Lincoln or Omaha, Nebraska, that that information had been received from what we had received from **SENATOR LORAN SCHMIDT**.

On July 12, 1990, upon my arrival at the Lee County Law Enforcement Center, **LIEUTENANT BLAKE** was conferring with **SCOTT CARADORI**, 8313 Main Street, Ralston, NB, phone ~~402-597-4911~~; **THOMAS CARADORI**, 1949 Vinton Street, Omaha, NB, phone ~~402-333-6189~~; **SHANE CARADORI**, 4219 Levinworth, Omaha, NB, phone ~~402-558-8938~~; **BILLY JO WILKOCKSEN**, and a young juvenile subject. At that time the subjects were escorted to the Sheriff's Office where **SHERIFF BIVINS** was also present. The subjects had inquiries as to the location of the impact site. They were advised that they could contact **BILL BRUCE**, Chief Investigator for the NTSB for their questions.

I contacted Survey/Tech, 1001 Lincoln Highway, Rochelle, IL, phone 562-8771, requesting a survey crew at the impact site this date to assist investigators. I was contacted a short time later by personnel advising that survey personnel would be at the location this date.

All personnel, upon returning to the impact site, located and identified parts of the aircraft, and areas of location were surveyed.

CASE STATUS: ~~Subsequently, all debris was collected and transported to a hanger at the~~

Unfounded

Inactive (not cleared)

Signed

Investigating Officer

LEE COUNTY SHERIFF'S DEPARTMENT

SUPPLEMENTARY INVESTIGATION REPORT

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Dixon Airport. (See list of items recovered.)

The location of the impact site is as follows: Bradford Township, Lee County, Illinois, T.21 N.-R.11 E. Section 15. (See diagrams.) The **CAMERON** residence located at 2161 McGirr Road is approximately .6 mile east of Midway Road (2100 E) and McGirr Road is 1600 N. The impact site is located approximately .25 mile south of the edge of the **CAMERON** property.

On July 12, 1990, upon completion of the autopsy and dental examination by **DOCTOR GARY BERG**, the victims of the crash were identified as **GARY CARADORI** and his son, **ANDREW CARADORI**.

CASE STATUS:

 Unfounded Inactive (not cleared)

Signed

Investigating Officer

THE FOLLOWING IS AN INTERVIEW WITH AARON A. MABARAK, M/W,
DOB 10-31-62, 1409 EUSTACE DRIVE, DIXON, IL, PHONE 219-3768,
BEING CONDUCTED BY DETECTIVE LIEUTENANT ED BLAKE IN THE
DETECTIVE'S OFFICE OF THE LEE COUNTY SHERIFF'S DEPARTMENT
ON JULY 11, 1990, AT 4:40 P.M.

Q. AARON, where were you at last night, what were you doing, and what did you see?

A. I had been at the All-Star game at Wrigley Field in Chicago and I was driving home right afterwards, and the game ended about midnight, so it was about 2:30, is the nearest approximation I can give. I was about 15, 10 miles east of Dixon and the whole sky lit up to my left, and I looked over and I saw a big, like a mushroom cloud, with flames going up, and it moved along a little bit, but there were no flames in the air. It was coming from the ground. And then I just saw a small fire burn and then it...then it was out of sight. And I wasn't sure what it was. My sister was with me, ELIZABETH MOBARAK, but she was asleep. So I woke her up and said to her, "LIZ, I can't believe what I just saw. I just saw a big explosion over here." But I didn't call in. It was in the distance and I didn't ever see a plane because it was coming from the same direction I was. All I saw was the flames shoot up from the ground, and it had to go a couple hundred feet in the air. Big explosion.

Q. The flames were that high?

A. Yeah, they shot up.

Q. You were on...

A. I was on I-88 westbound.

Q. And this was to your south, or left?

A. Yeah.

Q. Which would be the south side of the road. Okay, were you anywhere near Ashton or Franklin Grove, in that area?

A. Yeah, I figure I was about 12 miles east of Dixon.

Q. And you looked over to your left and saw it?

A. Yeah, is that where it occurred?

Q. Yes.

A. It must of, it had to be it.

Q. Did you...you actually saw the crash itself. I mean, the flames explode...

A. I saw the original explosion, yeah, right when it happened. I didn't ever see a plane.

Q. Right.

A. I saw the fire. Not just the fire, the start of the fire. I mean, the whole, you know, it blew up, and it must of been when it hit the ground. But it didn't...was not burning in the air or anything.

Q. Okay, and you think this was somewhere around 2:30, or guessing?

A. Yeah, I got...I'm trying to remember because I was keeping myself awake by, you know, looking at mile markers and stuff like that, and then it had to 2:20 to 2:40, in there. That time zone.

Q. And then you read about this in the paper tonight, or what?

A. Yeah, I heard it...I was just in at the dentist. I heard it on the radio, and I had been at work all day, and I said that's gotta be what it was. At the time, I didn't know maybe it was late night, some type of controlled explosion or something. I didn't really think too much about it, except that I had never really seen anything like that before.

Q. Okay, well, we appreciate you coming in and letting us know what you saw. Thank you very much.

This will conclude the interview at 4:45 p.m. July 11, 1990.

END OF INTERVIEW.

LEE COUNTY SHERIFF'S DEPARTMENT

SUPPLEMENTARY INVESTIGATION REPORT

LCSD CASE # 90-0711-DINV-221

DATE July 13, 1990

TITLE AIR CRAFT FATALITY INVESTIGATION

The following is a list of items recovered from the aircraft impact site:

1 - metal badge, State of Nebraska seal "Detective Security Agency, Inc." with initials, "J.C.";

1 - metal identification tag: ANDREW CARADORI, 506-08-9119, CATH
A-POS;

1 - metal comb;

1 - metal chain with melted metal object;

3 - pair metal tweezers;

1 - metal pocket flashlight;

1 - lock mechanism (push button);

1 - pair small metal scissors;

1 - metal file;

1 - piece metal zipper;

3 - rectangular-shaped metal objects;

2 - metal semi-circle rings;

1 - big paper clip

2 - small paper clips

2 - snaps, possibly to an attache or brief case;

1 - metal snap (spring);

1 - metal pen clip.

The following is a list of US coins recovered from the aircraft impact site for a total of \$5.56:

19 - quarters (\$4.75);

CASE STATUS:

Unfounded

Inactive (not cleared)

Cleared by arrest

Signed DETECTIVE SERGEANT K.A. HUDSON
Investigating Officer

LEE COUNTY SHERIFF'S DEPARTMENT

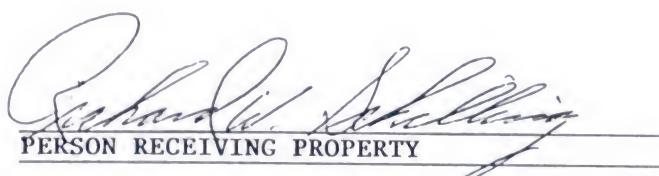
SUPPLEMENTARY INVESTIGATION REPORT

LCSD CASE # 90-221 Page 2

DATE _____

TITLE _____

4 - dimes (\$.40);
7 - nickels (\$.35);
6 - pennies (\$.06).



Richard L. Schellman
PERSON RECEIVING PROPERTY

7/24/90 @ 08:57
DATE PROPERTY RECEIVED



Ed Blebe
PERSON PROPERTY RECEIVED FROM

CASE STATUS:

Unfounded
 Inactive (not cleared)
 Cleared by Arrest

Signed _____

Investigating Officer



LEE COUNTY SHERIFF'S DEPARTMENT

SUPPLEMENTARY INVESTIGATION REPORT

LCSD CASE # 90-0711-DINV-221

DATE July 16, 1990

TITLE Airplane Crash - Ashton

On 7-16-90 this reporting Lt. received a call from Jim Henry of Chana, Illinois stating that he and a Robert Floto were unloading a race horse and equipment at approximatley 2:30 a.m. on Tuesday July 11th, 1990 after returning from the race track in Chicago. Mr. Henry indicated that he and Mr. Floto heard an airplane engine that sounded like it was accelerating and then de-accelerating and thought it might be a crop duster plane but then realized it was raining a steady mist of rain and sort of foggy. They did not hear a crash or see the sky light up. Mr. Henry's farm is located about 5 miles north of Ashton, Ill. and would be 8 or 9 miles from the crash sight.

CASE STATUS:

Unfounded

Inactive (not cleared)

Signed Det. Lt. Edwin J. Blake
Investigating Officer

LEE COUNTY SHERIFF'S DEPARTMENT

SUPPLEMENTARY INVESTIGATION REPORT

LCSD CASE # 90-0711-DINV-221DATE July 16, 1990TITLE AIRCRAFT FATALITY INVESTIGATION

On July 16, 1990, I contacted **CORONER RICHARD SCHILLING** in reference to items recovered at the impact site. He advised that he would take possession of those items in order to turn them over to the family.

I also advised **CORONER SCHILLING** that I had had a conversation with **MRS. SANDY CARADORI** on Thursday evening, July 12, 1990, and she had advised that she was upset that she had not been contacted by local police department in reference to the death of her family members. She advised that upon receiving information, before she could contact next of kin, it had already been aired on local television networks. I advised **CORONER SCHILLING** that I had told **MRS. CARADORI** that information reference the fatality and victims was not disclosed to media in Lincoln or Omaha, Nebraska, that that information had been received from what we had received from **SENATOR LORAN SCHMIDT**. - **CORONER SCHILLING** stated that he had spoke with Lancaster County Medical Examiners Office and the County Sheriff as well as Lincoln, Nebraska police department personnel requesting that they do a personal contact with the family. **CORONER SCHILLING** advised that he did receive information later from Lincoln, Nebraska police department advising that a contact had been made with the family.

CASE STATUS:

 Unfounded Inactive (not cleared)Signed DETECTIVE SERGEANT K.A. HUDSON
Investigating Officer

LEE COUNTY SHERIFF'S DEPARTMENT

SUPPLEMENTARY INVESTIGATION REPORT

LCSD CASE # 90-0711-DINV-221DATE July 16, 1990TITLE AIRCRAFT FATALITY INVESTIGATION

On this date, **LIEUTENANT BLAKE** advised that he had received information from a **JIM HENRY** of Chana, Ogle County, Illinois, who advised that he and a **ROBERT FLOTO** were unloading a race horse and equipment at approximately 2:30 a.m. on Wednesday, July 11, 1990, after returning from the race track in Chicago. **LIEUTENANT BLAKE** advised that **MR. HENRY** had indicated to him that he and **MR. FLOTO** had heard an airplane engine that sounded as though it was accelerating and then it decelerated, and they thought it might be a crop duster plane, but then realized that it was raining a steady mist of rain and was somewhat foggy. **LIEUTENANT BLAKE** stated that **MR. HENRY** advised him that they did not see a crash or see the sky light up.

MR. HENRY'S farm is located approximately five miles north of Ashton, Illinois and would be approximately 8 or 9 miles from the crash site.

CASE STATUS:

Unfounded
 Inactive (not cleared)
 Cleared by Arrest

Signed DETECTIVE SERGEANT K.A.HUDSON
Investigating Officer